The Marsden Andress Company,

Vitreous Paint Manufacturers,

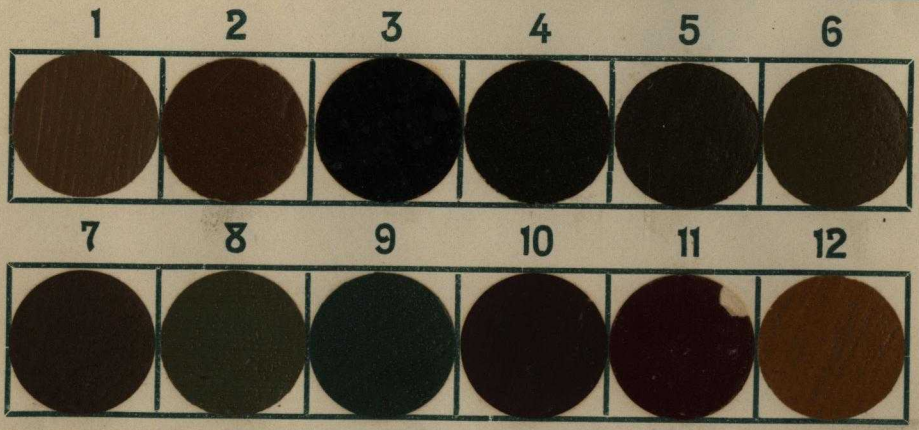
Especially Adapted for the Railroad Trade

—SUCH AS—

Freight Cars, Depots, Bridges, Iron Work, Passenger Car Roofs.

Factory, Cooper's Point
Camden, N. J.

413 Walnut St.,
Phila., Pa., U. S. A.



This Paint is Guaranteed Perfectly Pure and is mixed especially to suit the class of work for which it is ordered, either for Iron or Wood. It contains twenty per cent. of the Vitreous Material thoroughly dissolved and used in its admixture.

It is fire-proof and will outwear any paint in the market. Order by number, or send a small sample of shade desired, if color is not on card; also state for what purpose the paint is to be used, and we will guarantee satisfaction.

Respectfully,

THE MARSDEN ANDRESS CO.,
Sole Manufacturers and Patentees.

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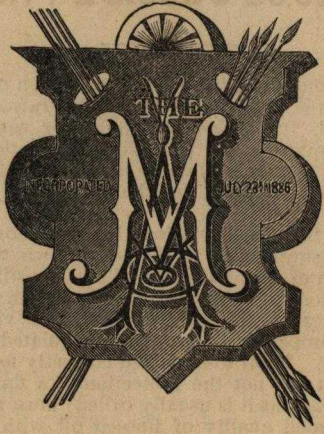
Descriptive List.

The Marsden Andress Co.

VITREOUS



PAINT MANUFACTURERS,

413 WALNUT STREET,
PHILADELPHIA, PA., U. S. A.

FACTORY, COOPER'S POINT,
Camden, New Jersey.

THE MARSDEN ANDRESS

VITREOUS OUTSIDE PAINTS.

To mix outside paint, for the protection of outside surfaces, it is usual to use as liquids : raw or boiled linseed oil, turpentine and japan or some other dryer to quicken the process of oxydation, with some such pigments as white lead, oxide of iron, or many others known to the craft as coloring mediums.

Taking into consideration that the above ingredients are supposed to be the best known, we would ask, which of the above ingredients constitutes the primary element to insure good results in the wear and vitality of the paint used? The vitality or wearing properties of paint are regulated in their admixture. Paint to be mixed correctly for outside work (that has not the protection of a finishing or body varnish, as it is usually called) must first consist of a good quality of linseed oil with a small amount of dryer and turpentine, (proportions varying according to circumstances as to what, and where applied) a composition of some metallic or vegetable compound of color or colors required, to cause the liquids to solidify by a process of oxydation, forming a hard or elastic surface or coating on the outside for the protection of the under surface, be it either wood or iron.

Is linseed oil the best oil? As several articles have been written upon this subject, and a great many practical tests made, all arriving at the same conclusion, viz : that pure unadulterated linseed oil

TDCAT 1886 PAPV03B262

is the best medium to mix with, it is unnecessary to discuss the matter further. Next is simply a coloring matter either metallic or vegetable sufficient to mix with the oil to cause it to withstand for any long period of time the wear and tear of climatic influences as encountered by an exposure to an outside atmosphere. We find that in a great many cases, colors of a certain class, through the action of the sun, or even light, drain the vitality from the oil and decompose in a very short time, no matter how mixed, whilst others vary according to the amount of chemical action brought to bear on the oil through exposure, thus destroying the protecting surface placed upon the wood or iron as the case may be. We would then ask, what is the best material or pigment to mix with the oil, to insure a perfectly durable surface? This question has a wide range of answers; some say lead, others metallic paints of another class, some lamp-black or other vegetable colors, each having a special pet theory of his own, and all of which no doubt have proved themselves worthy of consideration. Yet have these vegetable or metallic pigments or colors assisted the wearing properties or vitality of the oil, to any degree further than by allowing a *heavier body of oil to be laid on the surface to be protected in a more solid form by being mixed with them?*

After the oil has lost its virtue or vitality will any of these dry colors repel the attack of the rains and atmospheric changes met with in all climates? No; after the vitality of the oil is gone, the paint is gone. Why? Simply because all vegetable and mineral colors, or any other pigments out of which paint is mixed at present, are readily dissolved, or decomposed in their dry state by the action of water or the atmospheric elements, decomposition taking place at once. Therefore, we have proved that the oil is, by admixture, caused to act as a protection not only for the under surface but also as a protection for the dry color used in its admixture; the dry color only stiffening to a degree the oil in such form that more oil can be applied to the surface, a little more

than what the color requires for its own benefit. Thus showing that the coloring matters mixed with the oil are more particularly used for beautifying purposes than for assisting the oil to resist the action of climatic influences, still admitting that some colors fade more quickly and decompose more readily than others on account of their chemical combination causing them to succomb to the sun's rays and an inclement atmosphere.

Now, taking all this into consideration, can any ingredient or compound be introduced with the color into the mixture of paints that will act as a protection to the oil and color instead of being a detriment, and to assist the oil in its stand as a protector of surfaces against its enemy, atmospheric elements? Many would answer *no*, for all matter used in paint when in a dry state, when placed before the action of either rain, salt or other chemical elements that are encountered by paints in their peculiar situations, will decompose or have affinity towards these elements, in other words mix together. Here we desire to dispute this argument by saying yes, there is a material which if properly introduced into paint will answer the purpose and solve the problem. It will not decompose under the action of any climate or any chemical influence that the atmosphere can bring to bear upon its surface. Water on its surface for ages would not decompose it. Who would not say, if such a material can be satisfactorily mixed and introduced into paint it must prolong indefinitely its wearing properties. It would act as an accessory to the oil. The colors would only be a medium, the oil a binder, for in this case the colors need only act as they were first intended to act, viz: for beautifying; the oil secondly as a water proof binder and the vitreous material, (glass) the protector. These three materials, combined satisfactorily, in one composition, form the most perfect, indestructible and fire-proof paint in the market, almost unassailable to any of the common destructive elements in the atmosphere. Being largely composed of glass is a non-conductor in case of storms.

Vitreous Outside Paints.

By a peculiar process discovered and protected by letters patent, the Vitreous Paints are composed of about one-half glass, mixed by a process peculiar to itself without the aid of any alkali or any chemical substance whatever, that would in any way be a detriment to the vitality or quality of the oil. The most beautiful tints can be mixed, and as to wear, it will last indefinitely longer than any other paint now in the market. The imperceptible glass particles are cemented together by the oil and color, the oil and color acting as mortar does in a stone wall, cementing the particles of glass, which form an indestructable surface to face the atmosphere.

Therefore, common-sense and reason after perusing the above, would teach us that under these circumstances, it must outwear any paint where the oil and color is the only protector of a surface. Take for instance a passenger car roof, listen to the volley of cinders, dirt, dust and heat flying over the tin roof, what can oil and color do in a case like this and how can we expect a paint to last under such circumstances; continually grinding its surface, it could not last, and to make a paint to overcome just such difficulties as this, and a paint for just such situations as this, led us to discover a paint that we can offer the railroads and the public in general, as a class of goods in this line unequalled on the face of the globe and can justly claim that for all outside uses, such as buildings of either iron, wood, brick or stone, bridges, freight cars, roofs, or for marine work, it has no equal. Any desired shade or color can be made, and we feel sure where once used it will always be used.

Respectfully,

THE MARSDEN ANDRESS CO.,

413 Walnut St., Phila., U. S. A.

Vitreous Paints.

VITREOUS FREIGHT CAR & DEPOT PAINTS.

This Paint is only manufactured by the Marsden Andress Co. It is in a great measure composed of glass thoroughly dissolved and incorporated in the Paint. No alkali or any other substance that would be detrimental to the vitality of the oils is used in its admixture. Its wearing properties, as a paint calculated to withstand the atmospheric elements have no equal. We guarantee it perfectly pure.

Price per Gallon, No. 1, 8, 9, 11, 12—$1.75.
" " " No. 2, 4, 5, 6, 7—$1.50.
" " " No. 3, 10, —$1.25.

VITREOUS PAINT FOR IRON BRIDGES, &C.

This Paint is manufactured as No. 1 for first coat work and No. 2 for second coat, and is especially adapted to prevent the corrosion of iron and to withstand the dampness and climatic changes that bridges have to undergo; is mixed especially for wearing qualities and if rightly applied is superior to all others. The No. 1 is always a dark brownish red and is a primer. No. 2 can be any shade or tint desired; in ordering give shade required for No. 2 or the finishing color. Price per Gallon—See price Freight Car and Depot Paints.

ROOF PAINT.

This Paint is manufactured especially for Roofs either Tin, Sheet Iron, Wood or Canvas; is put up in packages labeled No. 1 and No. 2. No. 1 is for first coat or priming and is calculated to be placed directly on the tin or wood; after which a coat of No. 2 is applied. No. 1 is an oxide of iron. No. 2 may be any color required. If a body of paint is on the roof a coat of No. 2 is all that may be required, as No. 1 is only calculated to act as a non-corrosive paint and a binder to the metallic surface and No. 2 the finishing coat. Therefore if your roof is already painted one or two coats of No. 2 is only necessary. Price per Gallon—See price Freight Car and Depot Paints.

FLOOR PAINT.

This is a Paint of light or medium color; any desired shade can be made to suit. It dries hard in a few hours and wears excellently, is especially adapted for passenger car floors, &c. Price of Standard Floor Color, per Gallon, $1.50.

GRAPHITE BLACK.

This Black is adapted for use on the inside of weather and sash strips to keep out dampness from the wood and cause the sash and blinds in passenger cars to work easily. Price per Gallon, $1.75.

Vitreous Paints.

Smoke Stack and Iron Black.

This is an intense Black for Smoke Stacks, and all Iron Work on Cars, Locomotives, Bridges, &c. It will stand any reasonable amount of heat without scaling, peeling or blistering. It will answer in any place where Asphaltum is being used—but is far more durable—it is also an excellent article for Steamboat Smoke Stacks and all Boiler Work in general; will not thicken up in the pot like Asphaltum, therefore there is no waste. It is only manufactured by The Marsden Andress Co. Price per Gallon, $2.00.

Red Lead Dry or in Oil.

Some firms use a great amount of Red Lead and prefer to mix it themselves on account of its settling, thus causing an immense amout of waste on account of not being able to keep it in solution. We manufacture an especial grade as the M. A. Co's Red Lead, which we guarantee not to settle but will remain after mixed in oils in a solution indefinitely. Give it a trial and save waste. Price according to market quotations.

Hard Wood Fillers.

These Wood Fillers are calculated for all woods such as Walnut, Mahogany, Ash or Oak. They add, in addition to filling the wood, a rich natural stain to the surface, are easy of application and already mixed. Price per Gallon, $1.50.

Wood Stains.

In connection with our Wood Fillers we manufacture a brand of Wood Stains calculated to enrich the surface of the wood. It must be applied according to directions on labels. We have them for Mahogany, Walnut, Antique Oak or Cherry. They will also answer well on Poplar Wood, &c., producing results resembling the natural wood. Price per Gallon, $1.50.

NOTE.—We are also sole manufacturers of the Marsden Marine Paint which is especially adapted for Hulls and Bottoms of Boats. This Paint is non-corrosive and an anti-fouler and is manufactured for either wood or iron. Our Vitreous Paints are the best for decks and upper work on all steamboats, vessels, &c. Send for Marine Price-List.

Primers and Surfacers.

FOR CAR AND LOCOMOTIVE WORK.

PRIMING, No. 1, - - $2.75 PER GAL.

This Priming is put up in cans ready for application and must be used as a first coat on all new work, either wood or iron; it will dry ready for a coat of Priming, No. 2, in about 48 hours.

PRIMING, No. 2, - - $2.75 PER GAL.

This Second Coat Priming is mixed ready for application and must be applied over Priming, No. 1, and will form a solid ground for Surfacer; it will dry ready for a coat of Surfacer in from 12 to 24 hours.

SURFACER, No. 3, - - $3.00 PER GAL.

This Surfacer is mixed ready for use and must be applied over Priming, No. 2; it dries ready for a econd coat in 12 hours. Three or four coats should be applied allowing 12 hours between each coat. In 12 hours after the last coat is applied it is ready for rubbing. A guide coat can be applied by mixing a suitable color with a little Rubbing Varnish and Turpentine.

NOTE.—This Primer and Surfacer is especially adapted for Wood and Iron—particularly for Locomotives and Railway Cars; is already mixed for application and excels any other article of the kind in the market. It can be furnished in dark or light colors, is easily rubbed and a great saving in cost. We will fully guarantee every gallon to do all we claim for it, if used according to directions on labels. It has been used and tested for years and as yet we have to hear of its first failure to give satisfaction.

Respectfully,

THE MARSDEN ANDRESS COMPANY,

413 WALNUT ST., PHILA., U.S.A.

We desire especially, at this time, to call your attention to our **BLACK ENAMEL.** Since its introduction by us last November it has been largely used by a number of roads, some having sent us their fourth and fifth order, and in every case, that we have heard of, with entire satisfaction. The large demand that was at once developed showed the real need for a reliable article of this kind. Its brilliancy, its jet blackness, and its quick drying, all commend it to railway men, and for use on Cylinder Heads, Smoke Stacks, or any Iron Work, subjected to heat it is so much more durable than anything else in the market, as to leave no question of its real economy

PRICE, $3 00 PER GALLON.

Your orders are solicited.

TDCAT 1886 #PAPV038262

The Marsden Andress Co.,
Vitreous Paints
413 Walnut St., Manufacturers,
Philadelphia.

October, 7th., 1886

Mr. J. J. Traver,

Mas. Car B'd'r. -Adirondack R.R.Co.

Saratoga Springs N.Y.

Dear Sir-

Enclosed we hand you descriptive list and sample sheet of the Vitreous Paints, which are manufactured exclusively by us, and patented by an old and experienced Master Car Painter. We would feel indebted to you if you would devote a little of your valuable time to the perusal of these circulars; believing it will be of great service to your Company, and fill a long felt want in R.R. requirments in this line. WE would be pleased to send you samples should you desire them, and we guarantee every particle to be perfectly pure and containing that which will outwear any paint now on the market. Trusting this will meet with your kindest consideration, and awaiting your reply with pleasure we are,

Yours, very respectfully,

The Marsden Andress Company.

Frank T. Glines
Secretary.

TDCAT 1886 PAPV03B262